

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"VORCK" Capt. Randemann	WEDNESDAY, 14th July, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. von Bioter	About WEDNESDAY, 14th July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lötter	FRIDAY, 16th July, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 2nd July, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	19th July, P.M.
MARSHILLES, VIA PORTS	ARMAND BEHIC	Laforest	20th July, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOKIN	Charbonnel	22nd Aug., P.M.
MARSHILLES, VIA PORTS	CALEDONNIEN	Bruno	3rd Aug., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 5th July, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOWANG-SI.

S.S. "PAUL BÉAU", 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN", 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Sundays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

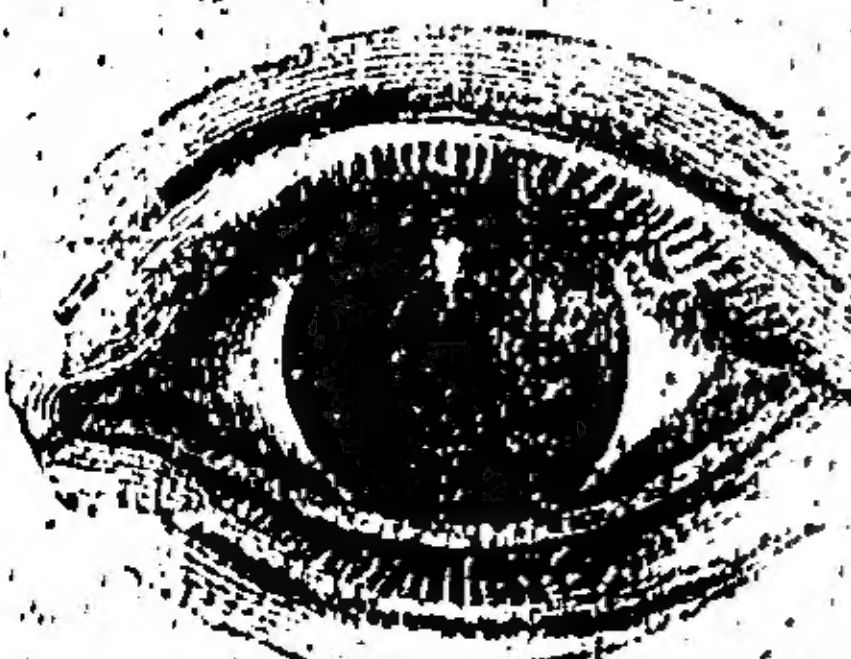
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETT & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,
1, John Street, Bedford Row, W.C.

Hongkong, 4th March 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 431 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating dock is capable of lifting 40 tons.

Steam Launches of 800, or 1,000, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Code: A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 9th March, 1909.

TO LET.

NO. 10, KENNEDY ROAD, Electric Light installed.

Apply to—

N. S.

C/o Hongkong Telegraph.

Hongkong, 5th July, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 1, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 165, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shaw, Thomas & Co.). Rents low.

Apply to—

THE COMPAGNIE DE DÉVELOPPEMENT, E. D. SASSON & CO., Queen's Road Central.

Hongkong, 24th February, 1909.

TO LET.

GODOWN, No. 5A, DODDLE STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

Intimation.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of 1. Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as amended in Schedule 4 appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except in the case of a wish of the tenderer to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on the 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

The Farms, above referred to, are—

BRITISH NORTH BORNEO.—Opium, Spirit, Gambling and Pawn-broking, as follows:—

(a) in one concession for the whole State.

(b) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan River.

(ii) KUDAT DISTRICT—the Territory bounded on the one side by the true right watershed of the Paitan River and on the other by the true right watershed of the Pindasan River.

(iii) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the northern boundary of Province Clarke.

(iv) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Broershoek Point.

(v) RIVIERE CLARKE—the Territory between Batu-Batu and the Lawas northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer shall specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter into a contract under the provisions of the Proclamations named in Schedule 4 appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Office of the said Secretary, at Sandakan, or of Messrs. Guthrie & Co., at Singapore, or of Messrs. Gibb, Livingston & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per tabil \$ 2.40

" chi 00.30

" 5 hun packet 00.15

" 4 00.12

" 3 00.08

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm-shops at prices higher than those fixed by Government and named above (g).

(i) The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirits.

(j) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirits for sale.

(k) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(l) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(m) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—

SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pawnbrokers Proclamation No. 14 of 1902 as amended by No. 1 of 1904, and No. 3 of 1905.

The Gambling Proclamation No. 8 of 1901.

DRAGON CYCLE DEPOT,

33-35, Des Vœux Road, Central, Hongkong.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong, 9th January, 1909.

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

A BRANCH OFFICE of this Bank has been opened in Canton under the charge of Mr. R. R. HYND as AGENT. By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 6th July, 1909.

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of LABOUR and JUNKS, in connection with the Coaling of H.M. Ships, &c., at Hongkong, for a period of 12 months from the 1st August, 1909.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, Hongkong, and should be returned not later than Noon on 16th July, 1909.

A Deposit of One Hundred Dollars will be required from persons tendering. This will be returned in the event of non-acceptance of Tender.

Hongkong, 2nd July, 1909.

COLONIAL SECRETARY'S DEPARTMENT.

No. 401.

It is hereby notified that applications are invited from Europeans for the post of 3rd INTERPRETER at the Supreme Court, salary commencing at \$500, but should applicant's qualifications justify it, a salary of \$1,000 may be given.

A knowledge of Cantonese is essential, and preference will be given to Candidates who have a knowledge of a second Chinese dialect. Applicants must be under 35 years of age, applications accompanied by testimonials should be sent to the Registrar General before the 31st October, 1909.

A. M. THOMSON,

Colonial Secretary.

Hongkong, 2nd July, 1909.

PARA VENDA.

GRANDE sortimento de LIVROS

de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Precos modicos.

Dirija-se a

GRACA & CO.,

27, Des Vœux Road.

Hongkong, 3 junho de 1909.

O. C. MOOSA,

1 & 3, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed HATS, RIBBONS, FLOWERS, FEATHERS, &c., &c.

LACE SCARVES, MOTOR VEILS

IN VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVELINGS, VOILES, &c., &c.

LADIES' and CHILDREN'S UNDERCLOTHINGS.

Samples on application. Coast

Port orders carefully executed.

O. C. MOOSA, 1st September 1908.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,

CABINET-MAKERS and ART DECORATORS,

from Shanghai, has re-opened their FURNITURE STORE

at

No. 39, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom references can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Apparels to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,

15th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 4th August 1908.

Intimation.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint.....50 cents
" " Gallon.....\$2.00

A. S. WATSON & CO.,

LIMITED,

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

NOTICE.

A communication intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Editorial communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$36 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportionate.
Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents (for cash only).

DEATH.

On June 5, 1909, at Sinag-fu, Kansuh, ROSE CONSTANCE, the youngest daughter of H. French and Sarah Ridley, aged 3 years and 11 months.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 7, 1909.

THE QUESTION OF CEMETRIES.

More interest appears to be evoked at the Sanitary Board on the question of graves than is often given to matters of more importance to the living members of the community. At yesterday's meeting the main theme of discussion was the provision of a cemetery for Buddhists which arose in connection with a letter received from the Colonial Secretary to the effect that His Excellency the Governor has the question under consideration. What will strike those readers who have followed the debates on this subject generally is the fact that the Government practically admits the soundness of Mr. Ho Kom Tong's contention that the Colonial Secretary is properly open to all those for whom special reservations have not been made. Otherwise, why should it be necessary

"to set apart and dedicate a portion of the Colonial cemetery for Christians?" If the whole ground in the past has been devoted exclusively to Protestants? The proposal now is to prepare an area in the Sookoopo valley capable of containing 1,000 graves, at an estimated cost of \$12,000. His Excellency, we read in the Colonial Secretary's letter to the Sanitary Board, "hopes to provide for this expenditure in next year's budget, but in the meantime it is proposed to set apart and dedicate a portion of the Colonial cemetery for Christians and in that portion Buddhist or other non-Christian burial rites will be prohibited. As, however, the practice of their religious rites was guaranteed to all nations and creeds by the proclamation of the 1st February, 1841, and as Buddhists have at the present time no place except the Colonial cemetery in which to bury their dead, His Excellency considers that it would be unwise to interfere with their rites in the remote part of the cemetery in which they are practised and which it is not proposed to include in the Christian cemetery." So that after all, outsiders, or in other words non-Christians, have a settled right to the interment of the dead in the cemetery in question, however repugnant such a fact may be to Protestants. As we have said, on previous occasions, we view with mild surprise that feeling which is averse from the interment of the bones of those who in life held opposite religious views or held none whatever, but the feeling exists and, of course, is to be entirely respected. What we are more particularly interested in at present is the financial side of the question. Where is the money necessary to carry out the scheme outlined in the Colonial Secretary's letter to be found? The Director of Public Works estimates the cost at approximately \$12,000, but from long and sad experience of Government undertakings we all know perfectly well that official estimates have an unfortunate habit of swelling to huge amounts far beyond the expenditure originally contemplated. Even \$12,000 is no fleabite in these hard-up days, when retrenchment is in the air and officials are quaking in their shoes lest they be summarily dismissed, and everybody is pig-tail looking to know how the Colony is to avoid financial embarrassment in the near future. Mr. Shelton Hooper fully recognised the difficulties in the way of dealing with this question, which, he said, embodied a suggestion submitted by himself last March. His remedy was to limit the graves to 500 which would be sufficient to meet the requirements of the Buddhist population for the next 20 years. The probability is, however, that the reduced scheme would cost almost as much as the larger proposal presented by the Director of Public Works. The curious idea was conveyed by Mr. Lau Chiu Pak that the suggestion contemplated a cemetery for Japanese Buddhists only, but as Mr. Hewett very properly said the whole community was agreed that when it came to a question of burying the dead, which was one of the most important items of our Colonial Government, and one which affected the sentiments of everybody irrespective of nationality or creed, there was no question of nationality. He was perfectly sure that the Government of Hongkong would make no distinction between Chinese, Japanese or European Buddhists. The question was the provision of a burial ground for Buddhists, which he presumed also included Confucianists and Taoists. They were dealing with the question of the burial of that religious sect without any regard to nationality, and he was sure that was the intention of the Hongkong Government.

The interesting fact was brought out by Mr. Shelton Hooper that there are 27 cemeteries in the Colony which one would think should be quite enough for the needs of the inhabitants especially as so have been restricted to Chinese interments. But no provision is made for the Japanese, so what is to become of those when they die we cannot say. As a matter of fact we had always understood that the Buddhist religion prescribed cremation after death, in which case a crematorium and not a cemetery would be required, but it may be that the Buddhist burial rites are made to conform to local conditions. In any case, it appears that the Colony will have to pay the piper eventually. Another matter that cropped up at the Sanitary Board meeting referred to the degree of accuracy to be reposed in the minutes. From what we can gather, when a vote is taken the count is made in the most haphazard manner. The secretary is not "always able to see" how many hands go up, and as a consequence the views of members are not always correctly recorded. But surely the members have the remedy in their own hands. We presume that the minutes of each previous meeting are read at the one in progress, so that if any error should creep into the official account of the proceedings the members have only to point it out to have it rectified. It is scarcely fair to the secretary to lay the entire blame on his shoulders.

The following companies have been unanimously elected members of the Hongkong Chamber of Commerce:—Messrs. the China and Manila S.S. Co., Ltd., Messrs. Cruz Basto & Co., and Messrs. the Vacuum Oil Co.

LOCAL AND GENERAL.

THE Canadian Pacific Railway Company's R.M.S. *Empress of India* expects to arrive at Yokohama on Thursday, the 8th July, at 9.00 a.m.

Owing to the non-receipt by the French mail of the advance London Parcel lists, the Parcels by the incoming English mail will not be ready for delivery to the public until 9 a.m. to-morrow morning, the 8th inst.

Our Canton correspondent, writing under yesterday's date, states that the newly-appointed Canton Inspector of Finance, Sung Shou Ching, who left Shanghai on the 2nd instant for the South, was expected at the Southern capital yesterday.

A CHINESE woman, above thirty-five years of age, committed suicide yesterday afternoon by hurling herself from the third-storey verandah of the China Hotel, in Connaught Road Central. Death was instantaneous. It is believed that the cause for the woman taking her life was disappointment in love.

THE two years' commission of the cruiser *Kent*, Captain Gerald C. A. Marquess, will expire in November next, and it is understood that she will be recommissioned for further service with the China Squadron. Over two-thirds of the officers and crew are due for relief on the expiration of her commission.

IN seems that the Prince Regent has unqualified confidence in Viceroy Chang Jen-chun, inasmuch as he is reported to have remarked that Viceroy Chang shows great ability in keeping local rebels in check, besides being conversant with foreign affairs, and his (his Highness) had no doubt that Viceroy Chang would acquire himself creditably at his new post in Liangkang.

THERE seems to have been a revival of the "bank note" trick business. Yesterday, a Chinese woman, residing at 122, Hollywood Road, was victimized in Queen's Road by two men. She turned over to them her gold rattan bangle, valued at \$25, for a roll of "bank notes" which she was asked to change for the men on commission. As is well known the "bank notes" turned out to be old paper.

A QUARREL took place yesterday afternoon between two workers in rattle in the Central district, which resulted in a good deal of blood being shed. What the trouble was about nobody seems to know; but one man struck the other over the head with a stool and the injured man retaliated by stabbing his assailant in the back with a knife. He was charged to the Police Court, to-day, with the offence, and was given three months' hard labour.

CAPTAIN P. S. Seward, Royal Garrison Artillery, who has been appointed to do duty with the Peking Legation Guard, has served in the Royal Artillery for close on eleven years and is an expert in gunnery matters. He went through the South African War, 1899-1902, and shared in various affairs in the Transvaal, being employed for some time on staff duties. He was mentioned in dispatches and received the Queen's medal with three clasps.

A REPORT from Berlin states that the defences of Kiaochow are being carried out very effectively, and Germany has now begun to fortify the Protectorate from the land side. On the southern and eastern approaches marine defence works have been thrown up in the form of redoubts and coast batteries. On the northern side shallow water would not allow an enemy's warships to approach the shore and the defence works have been only very very small. The report states the land works referred to have attracted a great deal of attention in official circles in Peking.

IT is stated that Viceroy Tuan Fang's interest in the promotion of the Nanking Exhibition is not lessened in any way by his transfer to Tientsin as Viceroy of Chihli. His Excellency proposes to make a personal and full report of the scheme to the Throne when he goes to the capital and will ask that a commissioner be put in charge of the Exhibition, with full control. His Excellency will also strongly urge on the Government the advisability of exempting exhibits from duty with a view to encourage trade. It is said that the Provincial Treasurer, H.E. Tan, who will be Acting Viceroy in Nanking until Viceroy Chang's arrival, has pledged himself to give his strong support to the Exhibition.

HONGKONG WATER POLO
SHIELD COMPETITION.

FIRST ROUND.

The second match in the above competition between the 8th Coy. Royal Garrison Artillery and "The Buffs" resulted in a well fought victory for the latter. The game throughout was exceptionally fast, and many expected the Artillerymen to retain the reputation they made for themselves in former years, but in this they failed and by not marking their opponents throughout nearly the whole of the match they consequently lost, the Buffs scoring three goals in the first half and one in the last, in spite of the fact that they were playing one-man short in the latter half of the game. The 8th's goalkeeper played well and saved many a hard shot, whilst the infantrymen all round played with good combination and should show up well in the League Table this season.

The teams were:—
8th Coy. R.G.A.—Goalkeepers: Beasley, Old, Hancock, Trumpeter Cooper, Gunners: Burch and Connolly.
Buffs—Barrard, Burke, McMahon, Cloke, Smith, Stiff and Vincer.

To-morrow afternoon at 6 p.m. the Victoria Recreation Club will try conclusions with the 8th Coy. Royal Garrison Artillery.

Launch at Kowloon.

NEW PORTUGUESE GUNBOAT.

A PRETTY CEREMONY.

The picturesque little gunboat, with its yacht-like appearance in size and build, that has done duty for so many long years within the waters of Macao and which has been utilised on occasions of ceremonial visits by the Portuguese Governor to Hongkong and Canton, may soon be expected to be removed from the list of foreign war vessels in China waters and, perhaps, before long be relegated for duty to the waters of Portugal's South African possessions. These considerations are prompted by the pretty ceremony which was performed this morning at Hungsham Bay, by Miss Rodrigues, daughter of the Governor of Macao, when she christened the Glasgow-built gunboat, launched to-day, to the order of the Government of Macao.

The party of guests, most of whom were Portuguese officials, was conveyed across the harbour in the Dock Co.'s No. 1 launch. Mr. G. A. Caldwell, the naval secretary of the Dock Co., was in attendance at Queen's Statue Wharf and saw to the guests being accommodated on board the launch for conveyance across the harbour. A red keel with a grey top-hammer outlined by gay bunting which floated to the breeze, prominent among which was the blue-and-white royal ensign of Portugal, marked the central figure of to-day's function on the shipyard of the world-renowned Dock Company. Arrived at the quay in front of the Kowloon office the party landed and, under the guidance of Mr. W. Wilson, acting Chief Manager, was conducted to the special platform that had been built for the occasion. The platform was prettily decorated and on it the visitors assembled. There were present:—Senator D. Cinatti, Assistant Commissioner, Macao Delimitation; Capt. Norton, secretary; Miss Rodrigues, Senator J. J. Leiria, Consul for Portugal and Brazil in Hongkong, and Madame Leiria, Capt. Almeida and Officers of the *Vasco da Gama*, Captain Afreixo and Officers of the *Patiria*, Mr. P. H. Tiedemann, Consul for Russia, and Madame Tiedemann; Mr. T. Fautais, Consul for Japan, Hon. Com. R. H. Basil Taylor, Harbour Master; Mr. W. Wilson, acting chief manager, Hongkong and Whampoa Dock Co., Ltd., Mr. A. and Mrs. J. Nolasco da Silva, Miss Loureiro, Miss Roxario, Mrs. d'Almeida, Dr. Luiz Nolasco, president of the Senate, on behalf of the Government of Macao, Messrs. Miranda Guedes, Faria Maia, J. Lopes, C. D. Silva, C. Cabral, J. P. Braga, J. Martin, chief draughtsman, Dock Co., T. Neave, superintendent engineer; and J. Hand, superintendent shipwright. Lieut. Pinto Basto, of the Portuguese Navy, who superintended the works on behalf of his Government was also present, while the builders, Messrs. Yarrow, of Glasgow, were represented by Messrs. J. Bogg and H. Heron. Sailors from the Portuguese warships in port in their uniform as well as some British tars from the torpedo destroyer H.M.S. *Hardy* in dock, watched the interesting proceedings from points of vantage. General Sir Joachim Machado, Mr. J. L. de Selavira Alves, and other Portuguese guests were unavoidably absent.

When all had been ready a whistle preceded the order: "Down our-oms," followed by "Down dogshores" and simultaneously the blocks dropped when the foe hull gracefully glided down the ways and broadside on slipped out of the temporary cradle into the water. As she glided Miss Rodrigues dashed the bottle of wine fastened by silken cords of white and blue against the bow of the vessel and named her "Macao." The vessel was then towed into the bay. On the call of Mr. W. Wilson three ringing cheers were given for the successful launch. The same gentleman then presented Miss Rodrigues, on behalf of the Dock Co., with a gold chain bracelet as a souvenir of the occasion and which Mr. Wilson requested Mr. Silva to fasten on the wrist of the young lady. The following was the inscription on the bracelet:—

"MACAO."

Kowloon Dock,

7.7.09.

The party then adjourned to the drawing office of the Kowloon yard on the invitation of Mr. Wilson. After glasses had been charged, he rose and proposed

"SUCCESS TO MACAO."

In doing so he said he was sorry the Hon. Mr. W. J. Gresson, the chairman of the Dock Co., was not present. He had promised to be there that morning but must have been prevented from doing so by pressure of business. He thanked Miss Rodrigues for the successful ceremony she had so kindly performed and hoped that that would not be the last launch his Company would be called upon to perform for the Portuguese Government. He concluded by asking the company to drink to the "Success to the Macao."

The toast was enthusiastically pledged. Dr. Luiz Nolasco, who spoke in Portuguese, replied in effect as follows:—Ladies and gentlemen, I received from His Excellency Governor J. A. Alves Rodrigues—as brave a warrior as he is an enthusiastic colonialist—the honourable charge of representing him at this unique function of high patriotic worth. In truth a vessel of war is always an additional unit of force and in the present conjuncture, in the throes of a general and morbid scepticism, faith and enthusiasm justifiably nurture the hope in all loyal Portuguese for the revival of our dear Portugal, by virtue of the development of her colonies and consequent expansion of her fleet, both naval and mercantile, since the flag, commerce and colonisation protect and are inter-dependent upon each other. The gunboat *Macao*, which has just been christened in the waters of this friendly port, prompts this current of patriotic thoughts which affirm *ubi est vis est* that the rejuvenescence is still possible of the Portuguese race, that great race of maritime glory *par excellence* who erstwhile shadowed the whole world with the science and intrepidity of her valorous sailors from the world's

front of Sagres to the valiant Vasco da Gama, Bartholomew Dias, Pedro Alvares Cabral, etc. and with the unsurpassable bravery of her soldiers, always heroic and enduring. With special reference to the *Macao* I would say this vessel, especially built for the City of the Holy Name of God and at the cost of the Provincial Exchequer, is at the same time a useful factor in policing her inner harbour, because by her special build she can enter and clear the barrier at all hours; she is, I say, the forerunner of a flotilla of vessels which, little by little, will be built to form an exclusive squadron for the Colony of Macao and will form at an early date an important factor in the determination of the problem with respect to the defences of Macao and its dependencies. Even more, figuratively speaking, she is the dawn that breaks in the new horizon of the beloved land of my birth; she is the hope that revives lukewarm hearts, disillusioned and unbelieving; she is, in short, yet another proof of many that the Portuguese nation yet fondly cherishes her far distant colony in China. As the representative of the people of Macao, whose loyal Senate I have the honour of being the president, and as a patriot and hopeful colonialist, sincerely believing and animated by the most lively civic faith in the regeneration of the Portuguese race in spite of her mischievous politics which hamper and embarrasses her freedom, I, who, at this moment, embody the qualifications of the representative of H.E. Governor Rodrigues, feel highly jubilant and with legitimate pride and unspeakable pleasure raise my glass to drink to Portugal and Macao for the launching of the new gunboat which, we feel certain, will suitably serve the purpose for which the Government of His Most Faithful Majesty have had her built. I greet also the Colony of Hongkong—a colony belonging to our great and ancient ally—Great Britain—a colony where, in brief, so many thousands of Portuguese honourably earn their daily bread. I drink, besides, to the health of the great hero of Cuatemo and patriotic Governor of Macao, Senhor Rodrigues, and pray for his longer stay in the colony of Macao with a view to his bringing to a successful issue the great schemes of political and administrative reforms within the province. I wish to propose also prosperity to our two distinguished officers who, with such proficiency, labour and love, have followed from the moment it was designed, the construction of the vessel in Glasgow and since then the building together of the sections in this yard. I cannot on this occasion omit mention of the builders—Messrs. Yarrow, of Glasgow—nor of the Hongkong and Whampoa Dock Co. Therefore, I drink to their continued development, hoping that the new gunboat will justify, as all her predecessors have done, the fair fame they enjoy in the maritime world. And, thanking the ladies and gentlemen here present for the high honour of their presence, I beg you, the gentle daughter of the great Rodrigues, will be good enough to convey to your father my profound acknowledgments, and of that of the Senate and people of Macao, for having chosen my humble person to represent him at this function. I regret that, because of the exigencies of his duties, His Excellency could not be present in person so as to invest the ceremony with the pomp which it merits and which I cannot give—a pomp which will be derived from his glorious name and remarkable fame and in whose presence my plebeian personality is wholly eclipsed. In the name of the God-mother I thank the Hongkong Dock Co. for the valuable souvenir—valuable above all because to what it testifies—and which you, Madam, will keep as a token of the great kindness of this Company among the most treasured of your jewels. Viva Portugal! Viva Macao! Viva the Portuguese Navy! Viva Governor Rodrigues! Viva the Dock Co.!

The company drank the toasts standing. After a few minutes' conversation the company dispersed.

Following are the dimensions of the gunboat:—Length 120 ft., beam 20 ft., draught 2 ft. With engines capable of developing 500 h.p., the *Macao* will have a speed of 12.5 miles an hour. She was built under the direct personal supervision of Lieut. Pinto Basto by Messrs. Yarrow, of Glasgow, who were represented in Hongkong by Mr. Bugg.

Mr. Mea Cheung, the photographer, took excellent photographs of the ceremony this morning.

THE OSAKA SHOSHEN KAISHA.

PAYMENT OF DIVIDENDS.

The net profit of the Osaka Shosen Kaisha for May amounted to ¥46,000, including the dividend received from the Japan-China Steamship Company (engaged in the service on the Yangtze). Taking the profit for the six months from January 1st is estimated to amount to about ¥1,450,000. In that case the company will be able to distribute a dividend at the rate of 6 per cent, per annum on a capital of ¥6,500,000, after writing off depreciation and insurance. The board of directors proposes to distribute a dividend at that rate, but not a few of the shareholders had expected a dividend above 7 per cent. The company still reserves a sum of more than ¥300,000 out of the profit made by the transfer of the company's business to the Japan-China Steamship Company. If this sum is included, the company will be able to pay a dividend at a rate above 7 per cent. The more far-sighted shareholders urge that a lower rate be paid in order to strengthen the basis of the company and to put it in a favourable position to issue its new debentures before long. It is expected that a great deal of discussion on this subject will take place at the coming general meeting.—N. C. D. News.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General from the Manila Observatory at 12.40 p.m. to-day:—
7th July, 1909; at noon: Low pressure area over N. China Sea. A typhoon may develop in it to the S.W. or N.W. of Paracel.

H.E. CHANG JEN CHUN.

PREPARATIONS FOR DEPARTURE.

[From Our Own Correspondent.]

Canton, 6th July.

It is learnt that besides ordinary gifts to be made in the form of silk hangings, umbrellas, &c., to be presented to H.E. Viceroy Chang Jen Chun on his departure from Canton to the Liang Kiang provinces as Viceroy there, the local gentry and the committees of the various Societies and institutions in this city at a meeting held the other day unanimously suggested to raise subscriptions with which to erect a memorial arch and build a statue of H.E. Chang Jen Chun in this city as a mark of appreciation for the excellent services rendered by him during his administration of the Liang Kiang provinces. A large matchless will be erected at the Tien Tsz Wharf, where the people will assemble to give a hearty send-off to H.E. Chang on his departure. Lanterns will be hung, commencing from the Viceroy's Yamen to as far as the bund, and will extend along the entire route by which H.E. Chang will proceed to the Tien Tsz Wharf. Vessels containing water with mirrors attached will be placed along the road for the purpose of emblematically pointing out that H.E. Chang's character is as clear as water and mirror. The local gentry and committees of the different societies and institutions are further suggested that either the steamer *Kwangtung* or *Kwangsi*, belonging to the Chinese Steamship Company, will be chartered to convey the people to Hongkong to see H.E. Chang Jen-chun off.

RECEPTION OF JAPANESE CONSUL.

H.E. Viceroy Chang received the Japanese Consul at Canton at 11 o'clock this morning.

QUARANTINE.

NEIGHBOURING IMPOSITION OF RESTRICTIONS.

The following correspondence has been exchanged between the Chamber of Commerce and Government:—

Sir,—I have the honour to request that you will be so good as to place the following before His Excellency the Governor:

Of the 120 cases of bubonic plague reported to date for the year 1909, 83 occurred in the Kowloon Peninsula and a great many of these in districts far removed from the shipping. Six cases were imported from outside the Colony. It is recognised that the plague season practically ends in the early part of July and there were only five cases for the week ending June 26th in the whole Colony.

There seems no adequate reason, therefore, for the imposition of quarantine restrictions by the Port Authorities of Singapore on vessels arriving from Hongkong.

My committee suggest, with great respect, that His Excellency the Governor should cable requesting that the restrictions, which in their opinion are unnecessarily hampering shipping, be removed.—I am &c.,

(Sgd.), E. A. M. W. LIAIS, Secretary.

Hon. Mr. A. M. THOMSON, Colonial Secretary.

Hongkong Chamber of Commerce, 3rd July, 1909.

Sir,—I am directed by my committee to address you on the subject of the quarantine restrictions imposed by Shanghai on vessels arriving from Hongkong. For the same reasons as were advanced in my letter of the 1st instant in reference to the quarantine restrictions imposed by Singapore on this Colony, my committee consider that an adequate reason exists for the action of the Port Authorities of Shanghai.

My committee, in respectfully calling the attention of His Excellency the Governor to this hardship, feel assured that prompt action would result in the removal of the restrictions which are unnecessarily hampering the shipping of the port, and would therefore beg that His Excellency the Governor will be good enough to communicate with His Britannic Majesty's Consul-General at Shanghai on this subject.—I have &c.,

(Sgd.), E. A. M. WILLIAMS, Secretary.

Hon. Mr. A. M. THOMSON, Colonial Secretary.

Colonial Secretary's Office, 5th July, 1909.

Sir,—I am directed to acknowledge receipt of your letters of 1st and 3rd instant on the subject of the imposition of quarantine restrictions at Shanghai and Singapore on arrivals from Hongkong and to state that telegraphic representations have been made to the authorities at both ports in the sense desired in your letters.—I am &c.,

(Sgd.), O. CLEMENTI, for Colonial Secretary.

The Secretary, Hongkong General Chamber of Commerce,

VOLUNTEER CORPS ORDERS.

SIGNALLING CLASS.

At Headquarters at 5.30 p.m. on Wednesday, the 14th instant.

At Takoo at 5.15 p.m. on Monday, the 12th, and Thursday, the 15th inst.—ATTACHED.

Gunner H. Wilkins Singapore Volunteer Artillery, is attached to No. 3 Artillery Company, H.K. Volunteer Corps, with effect from the 3rd instant.

RESIGNED.

Sapper H. J. Knight is permitted to resign with effect from the 2nd inst.

Sapper J. C. Randleby is permitted to resign with effect from the 2nd inst.

Sapper H. M. Edwards is permitted to resign on leaving the Colony with effect from the 2nd instant.

The King has been pleased to approve of Mr. Takashi Nakamura as Consul-General of Japan at Ottawa; and Sir H. Don Manuel Domingo Derteano as Consul-General of Peru at Hongkong.

Government Note Issue.

NO OBJECTION BY THE CHAMBER OF COMMERCE.

OFFICIAL CORRESPONDENCE.

The following correspondence was considered at the monthly meeting of the General Committee of the Hongkong Chamber of Commerce on the 28th ult.:

Colonial Secretary's Office,
Hongkong, 11th June, 1909.
Sir,—In reply to your letter of the 27th ultimo, I am directed to transmit the enclosed copies of minutes by the Colonial Treasurer dated the 18th ultimo and the 5th instant together with copies of the printed papers in annexed schedule. These documents contain the further information asked for by your Committee.

2. I am to request that the printed papers may be returned to this office in due course.—I am, &c.,

(Sgd.) F. H. MAY,
Colonial Secretary.

The Secretary,
Chamber of Commerce.

- (1) 7 reports on the working of the Currency Note Issue in the Straits Settlements.
- (2) Memorandum on Proposed Government Note Issue for Southern Nigeria.
- (3) The Currency Note Ordinance 1899, Straits Settlements.

Enclosures were laid on the table.

Hon. Colonial Secretary.

My proposals are simply that:—
1. Government should issue notes in exchange for currency at par and undertake to exchange currency for notes on presentation.

2. That one half at least of the amount deposited be kept in the Colony, and that one half be sold and invested in gold securities at home.

3. That some time be allowed to elapse before investing up to the ultimate full proportion in order that such proportion may be ascertained by experience.

4. That minor details be settled when the Secretary of State has approved the principle.

(Sgd.) A. M. THOMSON,
18.5.09. C. T.

NOTES RE PROPOSED GOVERNMENT ISSUE.

1. The issue of papers for legal tender excluding sub. coin.

2. The redemption of such paper on presentation in legal tender.

3. The storage of the coin tendered for notes with the proviso that as soon as the limit of safety is ascertained by practice a portion of the coin will be invested in gold securities.

4. It is understood that the banks in the Colony will accept the notes and that therefore any one wanting notes for coin or vice versa will be accommodated at the various banks always with the proviso that the Treasury is ready to do so in case of trouble.

5. The question of the Government having its own treasury is a subsidiary one. Possibly it may be necessary to build a treasury if no one of the banks will hire a vault or undertake the issue and redemption of the notes.

6. It is estimated that the revenue would be benefited to the extent of the difference of 1 per cent. note duty and 3 per cent. interest on the investment of half of the bullion deposits.

7. On present data of excess issues of notes by the Hongkong and Shanghai and the Chartered Banks it is estimated that at least \$8,000,000 Government Notes would be required by the community; leaving out of account the fact that notes are so scarce at the present day as to make a difference of 3 per cent. between them and the legal tender.

Taking the above figures:

\$8,000,000 at 1 per cent. Stamp Duty—\$80,000.

\$4,000,000 at 3 per cent. interest—\$120,000.

Difference in favour of revenue \$60,000.

Expenses are estimated at \$1,000 p.a. leaving a net increase of revenue of \$59,000.

It should, however, be distinctly understood that the suggestion for the issue of Government Notes was made not on account of the necessity of increasing revenue but almost solely on account of the fact that for some years there has been a difference between Bank Notes and legal tender amounting to as much as 3 per cent. and also that Government is responsible for the furnishing of a convenient currency.

(Sgd.) A. M. THOMSON,
5.6.09. C. T.

The following acknowledgment was sent to the Government:—

Hongkong Chamber of Commerce,
12th June, 1909.

Sir,—I have the honour to acknowledge your letter of yesterday's date (No. 864/1909) in reply to mine of the 27th ultimo, and forwarding documents which contain the further information desired by my committee relative to the proposed introduction into this Colony of a Government Note Issue.—I am, &c.,

(Sgd.) E. A. M. WILLIAMS,
Secretary.

Hon. Mr. F. H. MAY, C.M.G.,
Colonial Secretary.

The following draft reply to the Government was read and approved:—

Hongkong Chamber of Commerce,
28th June, 1909.

Sir,—In reply to the inquiry in your letter of 11th June, 1909, (No. 864/1909) I am now directed to state that my committee see no objection to a Government Note Issue provided such an issue does not mean a loss of revenue to the Colony or an increased expenditure without a consequent and equivalent increase of revenue and provided the conditions of the issue are such as to in no way hamper the trade of the Colony.

With regard to the Memorandum of the Hon. the Colonial Treasurer dated 5th June, 1909, and enclosed in your letter above referred to, my committee are of opinion, in the case of a Government Note Issue, that the issue and redemption of the notes should be undertaken by the Government, that Government officials

should be in charge thereof and that the coin and/or securities held against the circulation should remain in the hands and be entirely under the control of the Government. It would therefore be necessary for the Government to arrange for a Department to issue and redeem the notes and to have a treasury of its own.

The Colony occupies the position of a financial centre for the Southern Provinces of the Empire of China, and large amounts in hard dollars are therefore liable to be imported or exported suddenly. Shipments of several lacs of dollars at one time are of frequent occurrence and it is on record that only some three years ago one steamer brought \$24 lacs while more recently \$15 lacs were exported in one steamer. It may consequently be inferred that considerable variation will take place in the amount of notes in circulation; in fact the difference between the highest and lowest average monthly amount of bank notes in circulation, according to the figures published in the Government Gazette, was:

In 1905 \$9,228,415

In 1906 7,739,884

In 1907 4,160,429

In 1908 3,140,568

In 1909 (January to May) ... 5,994,747

My committee are therefore of opinion that the Hon. the Colonial Treasurer's estimate of expenses is too low.

Regarding the proposal to invest a proportion of the dollars in gold securities my committee consider that a reserve fund should be established to cover the exchange risk, so that the coin and investments held against the issue will at all times be sufficient to redeem it at par and that no call on the revenues of the Colony will ever be necessary.

I am also directed to call your attention to the possibility of the adoption by China of a uniform currency and to point out that in the event of this taking place it may be found advisable to change the currency of this Colony which might involve the re-coinage or disposal of the dollars in reserve. My committee think that before incurring the responsibilities attaching to a note issue the Government should give careful consideration to this contingency. I return herewith the enclosures as requested.—I have, &c.,

(Sgd.) E. A. M. WILLIAMS,
Secretary.

Hon. Mr. A. M. THOMSON,
Colonial Secretary.

SALT JUNK PIRATED.

MASJER AND CREW LEFT ON AN ISLAND NEAR DEEP BAY.

The story of a rather daring piracy was related by witnesses to Mr. J. R. Wood (second police magistrate) in the Police Court, this afternoon, when two junkmen, Chau Yee and Chau Kam Tai, were charged with robbing a junk near Deep Bay some time last month.

The defendants pleaded not guilty and were undefended, while Inspector Langley conducted the case for the police.

According to the evidence a cargo-boat (No. 21,772) with a crew of five persons on board, left Yau-ma-tei Bay early in the morning of the 21st instant, bound for Sau Chau, an island near Deep Bay.

The junk, it might be stated, was brought here to have its licence renewed, and after loading a cargo of salt set sail for Deep Bay.

"We had a fine passage for two days," said the junk master, "but on the third day we were becalmed. At nine o'clock that night five men, who were all armed with revolvers and fighting-irons, boarded our junk from a sampans which they had brought alongside unnoticed to us. One of the pirates struck me on the arm with an iron bar and ordered me to squat down on the deck while he went through my pockets, removing therefrom \$10 in twenty-cent pieces."

"Meanwhile the other pirates got the junk to tow to the nearest island where we were put ashore and the pirates sailed away with the junk and all our property."

The master and his folk succeeded in reaching a police station and reported the matter, which resulted in the capture of the suspects.

Further evidence was taken and the case adjourned.

TRADE MARKS.

PROPOSED DRAFT BILL.

At the meeting of the Committee of the Chamber of Commerce on 28th ult., the following letters were read:—

Colonial Secretary's Office,
Hongkong, 14th June, 1909.

Sir,—I am directed to transmit for the consideration of your committee the enclosed draft of a Bill entitled an Ordinance to amend the Law relating to Trade Marks and to inquire whether your committee concurs in the provisions of the Bill as drafted.—I am, &c.,

(Sgd.) C. CLEMENTI,
for Colonial Secretary.

The Secretary,
Chamber of Commerce.

The enclosure was laid on the table.

The following acknowledgment was sent to Government:—

Hongkong Chamber of Commerce,
19th June, 1909.

Sir,—I have the honour to acknowledge the receipt of your letter of 14th instant (No. 1 in 2699/1908) covering a copy of a Draft Bill entitled an Ordinance to amend the Law relating to Trade Marks and to state that this will receive the attention of my committee at their next meeting which is to be held shortly.—I am, &c.,

(Sgd.) E. A. M. WILLIAMS,
Secretary.

Hon. Mr. F. H. MAY, C.M.G.,
Colonial Secretary.

The Chairman suggested the appointment of a sub-committee to consider the Draft Bill and it was agreed that the sub-committee be composed of the following gentlemen:—Mr. E. Shullim, Mr. A. Babington, and Mr. H. A. Stiles.

DISPUTE BETWEEN CHINESE TRADERS.

RICE DEALERS AT LAW.

In the Summary Jurisdiction Court, this morning, before Mr. Justice Gompang, Hui Ching Kam, a merchant of 28, Tze Mi Street, brought an action against Lam Fze Chiu, of 151, Connaught Road West to recover the sum of \$765 due for money lent and goods delivered, made up as follows:—

Money lent on the 9th March, 1908—\$250.

Money lent on the 27th March—\$100.

Money paid on the 27th March—\$100.

Money paid on the 27th March—\$100.

Money paid on the 27th March—\$100.

Money paid on the 27th March—\$100.

Money paid on the 27th March—\$100.

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Money paid on the 27th March—\$100.

Money paid on the 27th March—\$100.

THE SUNNING RAILWAY.

COLLECTION OF FARES.

[From Our Own Correspondent.]

Canton, 6th July.

The amount of the daily collection in fares from railway passengers by the Sunning Railway during the 4th moon was as follows:—

1st day \$705.71; 2nd day \$856.18; 3rd day \$812.15; 4th day \$783; 5th day \$780.95; 6th day \$767.40; 7th day \$793.97; 8th day \$760.57; 9th day \$762.98; 10th day \$760.30; 11th day \$821.92; 12th day \$840.83; 13th day \$745.28; 14th day \$834.30; 15th day \$739.41; 16th day \$702.13; 17th day \$796.94; 18th day \$893.90; 19th day \$824.00; 20th day \$960.80; 21st day \$807.30; 22nd day \$766.64; 23rd day \$719.18; 24th day \$734.32; 25th day \$898.41; 26th day \$714.27; 27th day \$794.06; 28th day \$757.41.

The total amount collected for the period was \$21,097.50 with the exception of two days, which were devoted to the ceremony of the opening of the Railway.

THE HONGKONG GARRISON TEAM.

COMPLIMENTARY DINNER IN KOBE.

The only event arranged in connection with the visit of the Hongkong Garrison team to Kobe which has not been interfered with by the weather is the dinner given on Friday evening at the Oriental Hotel in honour of the visitors, says the *Japan Chronicle* of 27th ult. Almost a week of miserable and depressing weather had failed to affect the good spirits of the visitors, with the result that a most enjoyable evening was spent. After an excellent dinner the Chairman, "Colonel" G. C. Pakenham, President of the Kobe Cricket Club, proposed the toast of the King, which was duly honoured. The Chairman next proposed the health of the guests in a characteristic speech, and it is unnecessary to say that the toast was enthusiastically drunk. Captain Baird, of the Buffs, replying on behalf of the Garrison team, thanked "Colonel" Pakenham and all who had so kindly received them and put them up. The way in which they had been treated by their friends in Kobe had made their visit much more pleasant than it would otherwise have been, in spite of the continued rain. Captain Baird mentioned that the team was representative not of any one regiment but of the whole Hongkong Garrison, and any credit which might be due to them for their games was to the credit of the various units, and to their respective commanding officers who had kindly given them leave to go on this tour.

Captain Baird then proposed the health of their Kobe friends, which, having been duly honoured, was responded to by representatives of the Cricket Club, Golf Club, and the K.C.R. & A. C. Mr. C. J. Lucas, Captain of the Cricket Eleven, expressed their pleasure at being able to entertain the Garrison team, and hoped that it might be possible some time to take a team down to Hongkong. Mr. C. H. Lightfoot, President of the K. R. & A. C. in the course of a humorous speech, remarked that Kobe was once known as the "wettest" city in the Far East, and meteorologically it seemed to be trying to keep up its reputation. He realised the trouble the visitors must have had to get together such a powerful team, and hoped that next week they would have fine weather and good cricket, so that they could take back pleasant recollections of Kobe to Hongkong. Mr. J. P. Warren, Hon. Secretary of the Golf Club, said he could not guarantee the weather on Rokkasan; he hoped it would be fine, but he could assure the visitors of a good welcome up there.

Among other toasts proposed during the evening were "Gympies and Scorers," the "Ladies," humorously responded to by Mr. Hudson, "the Chairman," and "the Hon. Secretary of the K.C.C." L. S. Hudson. Several of the officers present made very amusing little speeches, and although almost every speaker referred to the wretched weather of the past few days, the wet had evidently had no effect upon the wit. Even the means, usually severely staid and sometimes amiably artistic, were humorous with sketches by a local amateur, a tail-piece depicting a batsman standing in the rain, defending his wicket with a bat and an umbrella—being particularly good.

After dinner the company adjourned to the Kobe Club, where several "interport" games of billiards and pyramids were played. The proceedings on Friday evening were so completely successful and enjoyable that—despite the continuance of the rain yesterday—the interport dinner may be taken as a hopeful omen of the resumption of interport cricket to-morrow.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 7th at 11.55 a—The barometer has fallen moderately, at the stations around the Sea of Japan owing to the depression which has reached N.E. Korea.

Pressure has given way slightly over China, except on the N.E. coast. It is still relatively low over the N. part of the China Sea.

The highest pressure lies over the Pacific in the neighbourhood of the Bonins.

Light or moderate S.E. and E. winds may be expected in the Formosa Channel, and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 6.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.E. and E. winds, light or moderate; fair.

2.—Formosa Channel, S.E. winds, light or moderate.

3.—South coast of China between Hongkong and Loo-choo, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that BORDEN'S CONDENSED MILK CO., a corporation organized and existing under the laws of the State of New Jersey, U.S.A., and carrying on business in the said state and elsewhere, has, on the 28th day of April, 1909, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The arbitrarily selected word "Battleship" together with the picture or representation of a battleship.

In the name of BORDEN'S CONDENSED MILK CO., who claim to be the sole proprietors thereof.

The Trade Mark has been used by the applicants in respect of the following goods in the following class:—
CONDENSED MILK in Class 42.

A facsimile of such Trade Mark can be seen at the offices of the Colonial Secretary of Hongkong.

Dated the 7th day of July, 1909.
DEACON, LOOKER & DEACON,
Solicitors for the Applicant.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"DELTA."
Captain B. W. H. Snow, R.N.R., will leave for SHANGHAI TO-MORROW, the 8th July, 1909, at 8 a.m.

For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 7th July, 1909.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELTA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Mantua*.
From Australia, ex S.S. *Albatross*.
From Calcutta, ex S.S. *Nyasa*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me, in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 7th July, 1909.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship
"TAMBA MARU,"
having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 14th July will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 7th July, 1909. (458-459)

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/8 15/16
Do. demand 1/9
Do. 4 months' sight 1/9 1/2
France—Bank T.T. 2/20
America—Bank T.T. 1/7 1/2
India T.T. 1/7 1/2
Do. demand 1/3 1/2
Sanghai—Bank T.T. 7/4 1/2
Singapore—Bank T.T. per H.K. \$100 7/4 1/2
Japan—Bank T.T. 1/5 1/2
Java—Bank T.T. 1/5 1/2

Buying.

1 month's sight L/O. 1/9 1/2
6 months' sight L/O. 1/9 1/2
30 days' sight San Francisco & New York. 4 1/2
4 months' sight do. 4 1/2
30 days' sight Sydney & Melbourne 4 1/2
4 months' sight France 4 1/2
6 months' sight Germany 4 1/2
4 months' sight Germany 4 1/2
Bar Silver 23 1/2
Bank of England rate 23 1/2
Sovereigns 11 1/2

Intimations.

THE DAIRY FARM Co., LIMITED.

Fine Salted Australian
PIGS' TROTTERS.

96 Cents a Dozen.

Hongkong, 24th June, 1909. (380)

PILSENER

"ASAHI"

AND

"SAPPORO"

BEER.

LIGHT AND
REFRESHING
SUMMER
BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK-MCGREGOR & CO.

H. PRICE & CO.

A. S. WATSON & Co., Ltd.

VICTORIA DISPENSARY.

WATKINS, Ltd.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

(471)

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.

Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN,

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS TO YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"MONTEAGLE"	
WEDNESDAY, JULY 14TH.	
"EMPRESS OF INDIA"	ALLAN LINE.
SATURDAY, JULY 24TH.	FRIDAY, AUG. 10TH.
"EMPRESS OF JAPAN"	"EMPRESS OF BRITAIN"
SATURDAY, AUG. 14TH.	FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA"	"ALLAN LINE"
SATURDAY, SEPT. 4TH.	FRIDAY, OCT. 1ST.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 22 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, via Canadian-Atlantic-Port or New York (including the Mail and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed, Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port. 43. Via New York. 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GARDNER, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
TIENSIN VIA SWATOW, WEI, HAIWEI & CHEFOO.	"CHIPSING"	THURSDAY, 8th July, Noon.
YOKOHAMA & KOBE.	"HINSANG"	THURSDAY, 8th July, 5 P.M.
MANILA.	"LOONGSANG"	FRIDAY, 9th July, 4 P.M.
SHANGHAI.	"CHOVSANG"	SUNDAY, 11th July, Daylight.
MOJI.	"CHUNSANG"	SUNDAY, 11th July, Daylight.
SINGAPORE, PENANG & CALUTTA.	"LAUSANG"	TUESDAY, 13th July, Noon.
MANILA.	"YUENSANG"	FRIDAY, 16th July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	"KUTSANG"	FRIDAY, 30th July, Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers "Kutang," "Namang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Peking, Chao, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 7th July, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"YINGCHOW"	8th July, 4 P.M.
AMOI, MANILA, CEBU & ILOILO.	"KAIPOH"	9th " Noon.
SHANGHAI	"CHENAN"	11th " Daylight.
MANILA	"TAMING"	13th " 3 P.M.
WEIHAIWEI, CHEFOO & TIENSIN.	"KUEICHO"	13th " 4 P.M.
SHANGHAI	"ANBU"	15th " "
TSINGTAU, CHEFOO & NEWCHANG.	"NANCHANG"	15th " "
SHANGHAI	"LINAN"	18th " Daylight.
MANILA, ZAMBOANGA and USUAL.	"TAIYUAN"	19th " 4 P.M.
AUSTRALIAN PORTS.	"TEAN"	20th " 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

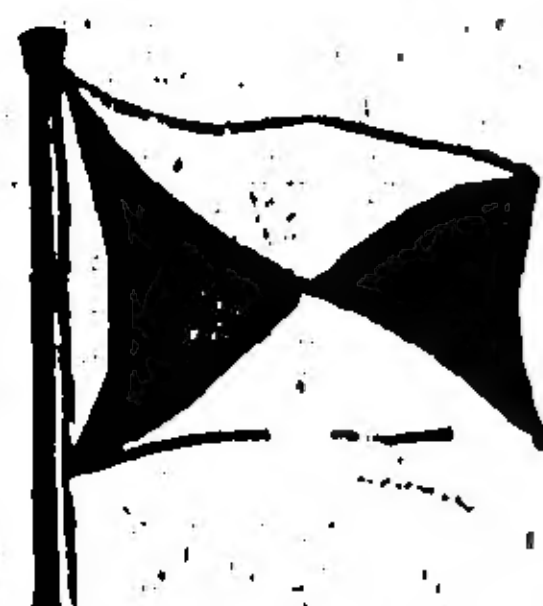
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Lintan, Chinkwa), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 56. Hongkong, 7th July, 1909.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamship between Hongkong and Manila.—Saloon and Staterooms—Electric Light—Perfect Cabin—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	1540	R. W. Almond.	MANILA	SATURDAY, 10th July, at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 17th July, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

11, Leadenhall Street, London, E.C. 3.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and

SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5,000 tons gross.	Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	5,000 "	" 26th Oct., 1909, at Noon.
S.S. MANSU MARU	5,000 "	" 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 28th June, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, with out transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also in the principal ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"FITZPATRICK"	4,416	SATURDAY, 31st July.
Do.	"SEATTLE MARU"	6,178	" 28th Aug.

The Co.'s newly built steamers have fair sized Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SWATOW, AMOI, FOOCHEW	"CHOSHUN MARU"	THURSDAY, 8th July, at 10 A.M.
and SHANGHAI.	"DAIJIN MARU"	SUNDAY, 11th July, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers—"CHO HU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 5th July, 1909.



NIIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	"KAWACHI MARU," Capt. H. Petersen, Tons 6500	WEDNESDAY, 21st July, at Daylight.

VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKO, KAITSI, SHIMIDZU AND YOKOHAMA.	"AKI MARU," Capt. K. Sato, Tons 7000	TUESDAY, 20th July, at 4 P.M.
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SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNVILLE AND BRISBANE.	"KUMANO MARU," Capt. M. Winkler, Tons 6000	FRIDAY, 9th July, at Noon.
	"YAWATA MARU," Capt. T. Sekino, Tons 5000	FRIDAY, 6th Aug., at Noon.

SHANGHAI, MOJI AND KOBE.	"BOMBAY MARU," Capt. W. A. Evans, Tons 5000	THURSDAY, 15th July.
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KOBE AND YOKOHAMA.	"TAMBA MARU," Capt. C. H. Butler, Tons 5500	FRIDAY, 9th July, at Daylight.
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NAGASAKI, MOJI, KOBE and YOKOHAMA.	"ATSUTA MARU," Capt. Wm. Thompson, Tons 9000	FRIDAY, 30th July, at 5 P.M.
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BOMBAY, Via SINGAPORE AND COLOMBO.	"YETOROFU MARU," Capt. K. Soyeda, Tons 4500	TUESDAY, 13th July.
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† Cargo only.

§ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru	(Capt. F. L. SOMMER)	About Wednesday, 28th July.
Mishima Maru	(Capt. A. E. MOSES)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. THOMPSON)	About Wednesday, 22nd September.
Miyasaki Maru	(Capt. W. BAINBRIDGE)	About Wednesday, 20th October.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.	1st Class.	\$120	\$110	\$100	\$90
	2nd "	\$80	\$70	\$60	\$50

Option of rail between calling ports in Japan.

For further particulars, apply to T. KUSUMOTO, Manager.

Hongkong, 28th June, 1909.

Shipping—Steamers.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONNIEN,"

Captain BRUNO, will be despatched for the above Ports on or about FRIDAY, the 9th instant.

For Freight or Passage, apply to P. DE CHAMPORIN, Agent.

Hongkong, 2nd July, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

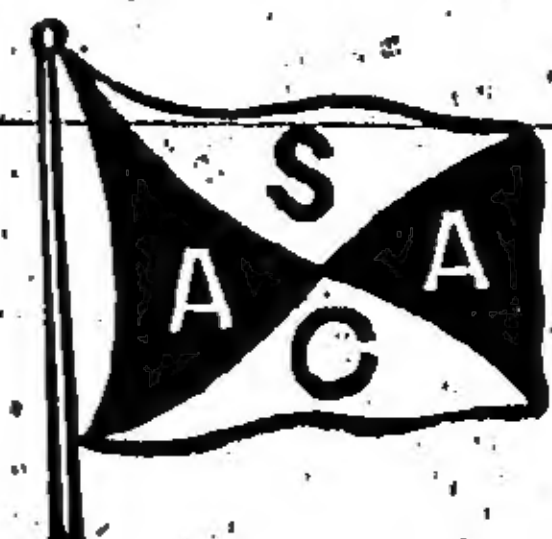
"CARDIGANSHIRE,"

Captain W. O. TYERS, will be despatched as above on or about 11th July.

For Freight, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 23rd June, 1909.

HONGKONG—BOSTON—NEW YORK.



AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

S.S. "ST. PATRICK" On 13th July, 1909.

For Freight and further information, apply to—

SHEWAN, TOMES & CO., General Agents.

Hongkong, 16th June, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA,"

Captain BAYES, will be despatched as above on or about 20th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. Fare to London £35.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 23rd June, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo service from China and Japan to San Francisco.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 23rd June, 1909.

THE Steamship

"AMIRAL FOURICHON,"

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 28th May, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening (Sunday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the river. Excellent accommodation for lightest First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 2, Queen's Road West.

Hongkong, 26th April, 1909.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE,"

Captain O. JONES, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Macedonia," 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the M.S. "Macedonia," direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on 22nd August, 1909.

Parcels will be received at the Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to L. A. H. WETTT, Superintendent.

Hongkong, 26th June, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on WEDNESDAY, the 21st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, B.C., SEATTLE & TACOMA, Via

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

"Kumano" 6,232 J. Mathew 20th July

"Alymeria" 4,393 J. Boyd 26th Aug.

"Savaria" 6,232 S. Shotton 23rd Sept.

* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 1st July, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to call at the Malabar Coast).

THE Steamship

"W

